EXPERTS SAY COWARDS ARE AMENABLE TO LAW.

...................

ND be it further ? A river, haven, b., any other offence white. United States, be punishable with a piratically and feloniously run away was of fifty deliars, or yield up such ship or vesse. LAY VIOLENT HANDS UPON HIS COMMANDER. * EVERY SUCH OFFENDER SHALL BE DEEMED, TAKEN AND, BEING CONVICTED THEREOF, SHALL SUFFER DEAT where the offender is apprehended .- Section 8 of the Crimes Act, o,

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IT is the opinion of the best maritime in were considered and convicted states or of Great in the constant of the United States or of Great in the constant of the United States or of Great in the Compagnia Generale Transatiantique, a foreign corporation, does not alter this opinion. It the offences alleged to have been committed by the cowardly crew took place entirely upon the deeks of La Gourgone, it is held that this might make the offences alleged to have been committed by the cowardly crew took place entirely upon the deeks of La Gourgone, it is held that this might make the offences alleged to have been committed by the cowardly crew took place entirely upon the deeks of La Gourgone, it is held that this might make the offences alleged to have been to the sunnal and the constant of the United States held that, if a riot of the brutality occurred after the ship had sunk.

As long ago as 1820 the Supreme Court of the United States held that, if a riot ong crew took possession of a ship, and, while acting in defance of all law, and actions. This was afterward convicted of murder in England.

BRUTAL SAILORS

MAY BE ARRESTED.

The case on be indicted, either and the crew the hand the converted in the distribution of the converted in small because of collision and the converted as a conversed in small converted that the worst of the Converted that for make the converted that the worst of the United States held that, if a riot ong crew took possession of a ship, and, while acting in defance of all law, and actions that the worst of the Converted that the converted that the survivors and the converted as the converted that the converted tha

subjects for the penal codes of all nations.

From the telegraphed accounts, by the statements of the survivors and the roster of the rescued, it appears to be certain that the crew of La Bourgogne saved itself at the expense of the passengers. In doing so, it is held, it acted against the orders of the commanding officer, and, by overriding manding officer, and, by overriding and raised a revolt.

Moreover, there seems to be abundant evidence that actual murder was committed. Survivors tell of the cutting of a rope to which five women were clinging; of the stabling of passengers by members.

ALIFAX, N. S., July 7.—If half the stories current in Halifax are true, the Bourgogne diseaser furnishes the most barbaric story, perhaps, in history. It is believed that the tales of brutal conduct by the cowardly crew are only too true, and it is thought that some of the guilty ones will be arrested when they arrive in Boston.

Mrs. La Casse, the only woman survivor, and her husband, left Halifax by rail this and evasive answers for their palms.

French Dine, was the object reater-

between Sixth and Sevent. upon Acting Agent Faguet NEW YORK OFFICES. repose of the souls of those who with La Bourgogue would be sha

nelow

THE French sailors have done their duty. I do not believe the stories that they stabbed defenceless women and children when La Bourgogne was sinking, in order to secure possession of the boats. How do I account for the crew being saved and the women and children perishing? How (shrug) should (shrug) I know? I was not there. I did not see it. You may be sure, however, that the French sailor did his duty. A great many other people on board may not have done their duty, but the French sailor did his duty. Do the French liners pursue a more northerly course than the steamers of other transatlantic lines,

FRENCH LINE OFFICIALS "KNOW NOTHING." WE HAVE NO DETAILS; NO, WE HAVE NO PASSENGER LIST-PERHAPS YOUR FRIENDS DID NOT NOT SAIL.-Statement of the agents of the Compagnie Generale Transatiantique in Paris.

thus incurring greater risk of fog and collision? How (shrug) should (shrug) I know? I am no sailor!
You should ask some capitaine these things. I cannot answer you I know nothing, absolutely noth-

Will I make public the location of the staterooms occupied by the first cabin passengers?

Nevaire: It would take too long. I cannot do it. I know nothing.

Did they occupy deck staterooms? I cannot tell—I do not know. They could not get up the stairs after the collision because the main first cabin gangway was closed by the debris thrown up in the crash. Yes, I have the location of all the staterooms occupied by first cabin passengers, but it would take too long to look it up now. I have not the time.

Will have patch to be described in the control of t

ends led to the corridors from which the saloon voya; ters must have rushed to reach the promena de deck from the rooms.

No Lo ngitudinai Bulkhead.

La Bour mount have led to reach the saloon with the saloon to the deck from the rooms.

No Lo ngitudinai Bulkhead.